

12.210 TRAFFIC CONTROL: MAJOR THOROUGHFARES

References:

Procedure 12.225 - Vehicular Crash Reporting
Standards Manual: 41.2.1, 61.1.1, 61.2.2, 61.3.2,
61.4.1, 61.4.2

Purpose:

To ensure the safe and orderly flow of traffic during peak traffic hours, planned or unexpected repair and/or when roadways are under construction.

Procedure:

A. General Guidelines:

1. When stopped on heavily traveled or unlighted streets or highways to provide traffic control, officers will:
 - a. Activate all the emergency flashing lights of their vehicle.
 - b. Remove the police vehicle from the traveled portion of the highway, whenever possible.
 - c. Use flares and traffic cones whenever possible.
 - d. Wear the blue safety vest when outside of their vehicles and in the street for extended periods or directing traffic.

B. Rush Hour Traffic Control:

1. Patrol officers will constantly patrol from 0600 to 0900 and 1500 to 1800 hours on weekdays, other than holidays.
 - a. Generally, except radio runs, exclude nonemergency services during these hours.
 - b. District/Traffic Section uniformed personnel will remain on moving patrol whenever possible. Uniformed patrol officers will not stop to eat during these hours.
 - c. In inclement weather, hold roll call briefing to a minimum.
 - d. Patrol officers will give attention to major thoroughfares with 0600 to 0900 and 1500 to 1800 parking restrictions.

- e. District supervisors will inspect the major arteries of their districts for violations of 0600 to 0900 and 1500 to 1800 parking restrictions and other traffic impediments.
 - 2. Take immediate action upon finding traffic congestion.
 - a. Notify Police Communications Section (PCS) if assistance is needed, e.g., signal 38, an additional officer to direct traffic, etc.
 - 1) Nonuniform members will also advise PCS of traffic congestion.
 - 3. When a disabled vehicle interferes with heavy traffic movement, the first uniformed officer on the scene will attempt to alleviate the situation.
 - a. Whenever possible, do not park the police vehicle in a manner that will hamper traffic flow, or block driveways or traffic control devices.
 - 1) If possible, park in a safe position ensuring approaching motorists a clear field of vision with enough distance for braking and merging into traffic.
 - b. If it is not possible to move a disabled vehicle immediately, notify PCS what assistance is needed. Direct traffic around the disabled vehicle while waiting for assistance.
 - 4. Unit supervisors should respond to inspect conditions at major accidents and fires.
- C. Roadway Repair Details Using Marked Police Vehicles:
- 1. Detail Coordination Unit will ensure that any entity that hires a traffic detail receives a copy of Procedure 12.210 when the Letter of Understanding is completed.
 - a. Detail Coordination Unit will instruct the employer that they will be held to the content of this procedure.
 - 2. Detail Coordination Unit will assign all roadway repair details.

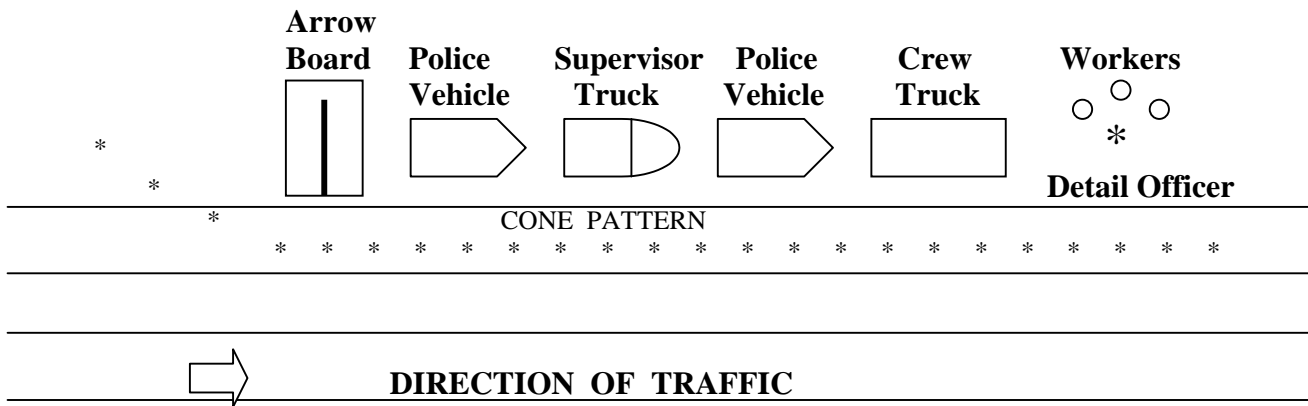
- a. Detail Coordination Unit will forward a copy of any/all highway maintenance details to the district of occurrence.
 - 1) It will be the responsibility of the district supervisor for that shift to respond and inspect the detail (including setup on the interstate).
3. The location, time, and speed limit of the repair site will dictate the number of police officers needed for a detail. This applies to both on-duty and off-duty details.
4. Uniformed police officers and marked vehicles are used to protect roadway repair details by directing and slowing traffic around the repair site and crew.
 - a. Detail officers will not leave their posts to pursue vehicles violating the safety zone(s). The detail officer will give PCS a description for a "traffic wanted" broadcast.
5. The only authorized types of traffic control for roadway repair details are:
 - a. A stationary lane closure on the expressway: This is a stoppage of traffic in the number of lanes that allows safe completion of the repair work. This could be all moving lanes of the expressway depending on the location (e.g., curve), or a single lane.
 - b. A moving lane closure on the expressway: This is a slowing down of traffic in the lanes being worked in. Where the distance and number of entrances permit, two officers will slow all traffic to about 5 MPH to allow the repair crew to move forward and complete the repairs before the moving block approaches. This minimizes the stopping of traffic.
 - c. Repair work not on the expressway system or on streets where the speed limit is 35 MPH or less: A district supervisor will evaluate the repair site to determine the number of officers and the traffic control pattern needed.
 - d. Emergency repair work: This is unplanned work that is immediately needed and can be done in a short time span. Two on-duty officers will be dispatched to meet

the supervisor from Public Works. One of the above types of traffic control must be used.

- 1) District supervisors will ensure that detail officers are relieved to avoid overtime costs to the Police Division.
 - 2) Emergency repair work will not interfere with the movement of traffic for extended periods.
 - 3) Avoid repair work during peak traffic hours, 0600 to 0900 and 1500 to 1800, unless the condition to be repaired is an extreme hazard to the motoring public.
6. If there is disagreement with the repair crew supervisor, or any question about the traffic control methods to be used, the detail officer will immediately contact a police supervisor from the district in which the repair work is to be done.
7. Descriptions and charts depicting the authorized traffic control patterns (minimum requirements):

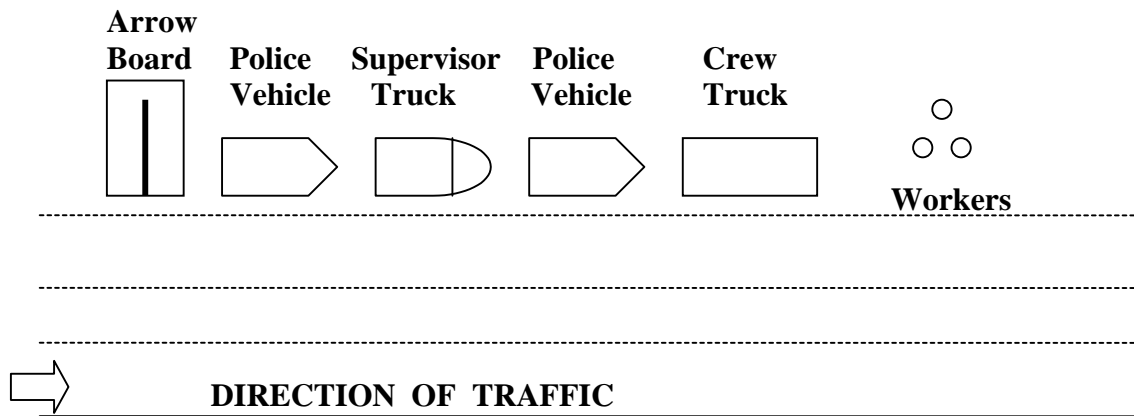
NOTE: The flow pattern allows adequate warning of restricted area and a gradual escape for the inattentive motorist.

CHART 1 - STATIONARY LANE CLOSURE (EXPRESSWAYS AND OTHER ROADS OVER 35 MPH)



- a. Stationary lane closures on multilane roads with speeds over 35 MPH (refer to Chart 1 above)
 - 1) Stationary signs in advance of closure
 - a) Location and number of signs determined by the repair crew supervisor.
 - 2) Traffic cone pattern
 - 3) Arrow Board
 - 4) Police officer and marked vehicle.
 - a) The officer will take a position outside his vehicle to monitor or direct oncoming traffic, as needed.
 - 5) Repair crew supervisor vehicle
 - 6) Second police officer, with a marked vehicle, if warranted (as determined by the traffic detail supervisor). The officer will be outside the vehicle.
 - 7) Vehicle for repair crew
 - 8) Workers

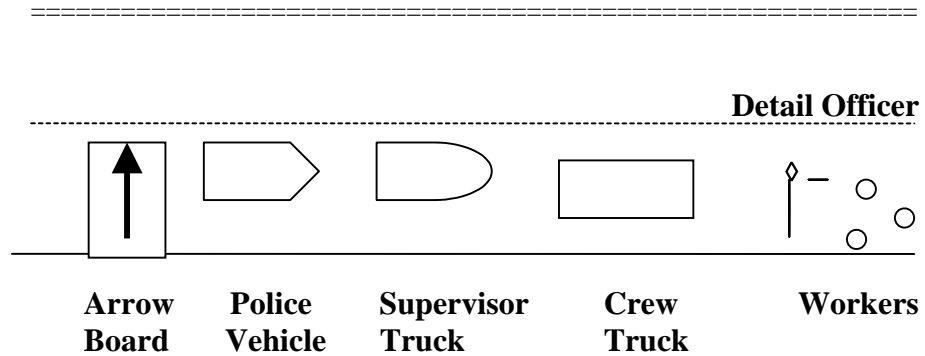
**CHART 2 - MOVING LANE CLOSURE (EXPRESSWAYS
AND OTHER ROADS OVER 35 MPH)**



b. Moving lane closures on multilane roads with speeds over 35 MPH (refer to Chart 2 above).

- 1) Arrow board (when available)
- 2) Police officer in marked vehicle
- 3) Repair crew supervisor vehicle
- 4) Second police officer in marked vehicle
- 5) Vehicle for repair crew
- 6) Workers

**CHART 3 - REPAIR WORK ON 35 MPH OR SLOWER
STREETS**



- c. Repair work on streets where speed is 35 MPH or less (refer to Chart 3 above).
- 1) Arrow board
 - 2) Police officer and marked vehicle
 - a) The officer will take a position outside his vehicle to monitor or direct oncoming traffic, as needed.
 - 3) Repair crew supervisor vehicle
 - 4) Vehicle for repair crew
 - 5) Workers